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NOBLE-Eess T. Nobie, wife of Frank W. Noble, at St. Vincent's Hospital. Funeral from resience of her father, James G. Lightford, 914 Jnion street, Friday, July 14, at 2:30 p. m Friends invited.

SOCIETY MEETINGS. MASONIC-Pentalpha Lodge, No. 164, F. and fasons--Special meeting in Masonic Temple this (Thursday) afternoon, at 4:30 o'clock, conthird degree. Visitors welcome. JOHN W. STAUB, W. M.

WILLIAM H. SMYTHE, Secretary. FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. BROKERS and promoters wanting Eastern money should write Investors' Directory, New York.

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### MYSTERY OF CANCER.

Dr. Lack's Discovery Solves a Great Medical Problem.

London Cablegram in New York Journal Cancer is no longer a mystery, according to the deliberate verdict of the London Pathological Society. Dr. Lambert Lack, the eminent throat specialist, is credited by his learned colleagues, with having solved one of the most momentous and perplexing problems known to medical science. The scientific world is much wrought up over Dr. Lack's discovery, which is pronounced one of the very greatest of modfrom time to time announced the isolation them very recently-but their conclusions have been disputed by other scientists, and not one of them has won the support of such a weighty body as the London Patho-Lambert Lack, whose name bids fair to

become as famous as that of Pasteur, is onorary surgeon to the Golden Square Throat Hospital, one of the most noted institutions of its scope in the world. For a long time he has been investigating the origin of malignant growths, with particular attention to cancer. Holding with the accepted scientific opinion that cancer was the result of germ. nevertheless worked along lines radically different from those pursued by the majority of investigators in this field.

After a series of tests covering several years he discovered that the dreaded disease invariably began with an injury of a particular character to what is known as the basement membrane of the mucous membrane and its allied structures. Having arrived at this important truth, e set to work to produce cancer in the lower animals, and succeeded

To produce a disease at will is the first step toward finding the cure for it-such is the paradox on which the entire fabric of bacteriology rests. Hence it is reasonable to expect that in a short time Dr. Lack will be in a position to give the world a serum for the cure of cancer and thus take rank among the immortal benefactors of the hu-

Like a true scientist he hastened to present his discovery to mankind. No sooner did he consider that his tests were conclusive than he submitted the whole thing to a select committee of the London Pathoand now the society itself has declared its

viction that Dr. Lack has disclosed that secret for which savants have been groping ever since men first began to inquire into the nature of disease. During the past quarter of a century, while medical science has been marching forward nobly in other branches, it has been at a standstill so far as the knowledge of

of this horrible disease was a mystery as deep as the origin of life itself Surgery, on the other hand, has progressed wonderfully in its relation to cancer, and n the surgeon's knife has rested the only hope of those afflicted.

It is only a few months since Dr. Bra, of cer germ, which was described as a parasite of the fungoid type. This atleged dis-covery was discredited, however, by the learned Professor Curtis, of Lille.

## RAILWAY COMBINATIONS

RUMORS IN REGARD TO PROPOSED CONTINENTAL LINES.

New York Central May Control One, the Pennsylvania Another and the Baltimore & Ohio a Third.

One of the certainties of the not distant future, in the opinion of Wall street, says the New York Tribune, is the establishment of a transcontinental railway line under Vanderbilt control. The Boston & Albany. the New York Central and the West Shore are the Vanderbilt lines linking New York and Boston, the great cities of the Eastern seaboard, with Buffalo; and Buffalo is joined to Chicago by the Lake Shore, the Michigan Central and the Nickel-plate. The Chicago & Northwestern, which is practically a Vanderbilt road, stretches westward from Chicago to Omaha, where it meets the Union Pacific, a controlling interest in which also the Vanderbilts are credited with holding. The Western termini of the Union Pacific are at Granger, Wyo., and Ogden, Utah, at both of which points the road connects with the Oregon Short-line. From Granger the Short-line runs northwestward to Huntington, Ore., where it connects with the Oregon Railroad and Navigation line, extending to the Pacific coast at Portland; and from Ogden a branch of the Short-line goes southward to Milford, Utah, from which place the Utah & Pacific is being built into California, it is reported, with a view to enabling the Union Pacific to gain entrance to San Francisco.

As already said, the Vanderbilts are commonly understood to control both the Northwestern and the Union Pacific. But the Union Pacific, in turn, controls the Oregon Short-line, owning \$26,023,700 of its \$27,460,100 capital stock, and the Oregon Short-line virtually controls the Oregon Railway and Navigation Company, owning more than \$16,000,000 of its \$24,000,000 common stock, a controlling interest in the \$11,000,000 pre-Union Pacific, Northern Pacific and Great tinuing again at 7:30 o'clock, for work in the Northern. The voting power of the Oregon Railway and Navigation Company stock, it should be said, is lodged with the Central Trust Company, of New York, the preferred stock having the right to nominate ten directors and the common five. With these several controls, Wall street argues, it will not be beyond the power of William K. Vanderbilt to realize the ambition which he is everywhere believed to cherish of coalescing tending from ocean to ocean. While it is well understood that a cordial

the connecting lines into a vast system exunderstanding exists between the New York Central, under the broad management of William K. Vanderbilt, and the Pennsylvania, under the guidance of its new president, A. J. Cassatt, the understanding extending to the development of plans for a di vision of territory in New England and to an agreement to act together in the maintenance of rates, no one believes, if any one ever has believed, that a consolidation of these two great systems occupying such an important part of the field east of Chicago would be effected. As these natural rivals in business are working in harmony east of Chicago, so they may by and by be found competing on a basis of good faith and mutual regard in the Western country for rumors are beginning to be heard with dissipated. Talbott Place preferred stock nets increasing persistency that the Pennsylva-you, free from taxation, 6 per cent. annually. A nia, like the New York Central, is contemplating an extension of its lines to the Pacific. The Atchison, Topeka & Santa Fe is the road which report has it will be commoney is seeking to invest it safely. The | bined with the Pennsylvania to form the second great transcontinental system. The Atchison is in itself an enormous system, with its nearly seven thousand miles of length and its capital stock of \$233,000,000, and bonds outstanding to the amount of \$126,000,000, but this is an era of colossal combinations, and it is well within the bounds of possibility that the tyo systems may coalesce. The Atchison has a clear ine all the way from Chicago to Mojave, in southern California. It uses the Southern Pacific tracks for the sixty-eight miles between Mojave and Bakersfield, from the latter place reaching San Francisco by the line acquired by it last year, the San Francisco & San Joaquin Valley road. Recently the buying of Atchison has been for the account of substantial interests. The Rockefeliers are heavy owners of Atchison securitles, and it is a significant fact that the Rockefellers have, within the last month, been active buyers of Pennsylvania stock. A third transcontinental line, it is believed by not a few observers of the trend of railway ownership and affiliations, will some day be formed by the consolidation of the Baltimore & Ohio, the Great Northern and the Northern Pacific; but this combination is thought to be further away than either of the other two.

Mr. McLeod's Persuasive Way.

A Cleveland railroad man tells the following story of E. E. McLeod, the new commissioner of the Western Passenger Association, which, admitting only that it is partly true, indicates the reason of Mr. McLeod's

He was at one time the district passenger agent of the Rock Island, at Pittsburg, and was more or less unknown to the rallroad world, and even to some of the higher officials of his own company. It happened that he wanted transportation for a friend and started to get it if he had to turn the road upside down. He wrete to the general The reply came that Mr. Truesdale, who was then the general manager, had made a ruling which was directly opposed to that sort of transportation, and it could not be secured. Mr. MceLod then got on the train and went to Chicago to look up the matter, and when he got to the main office was told the same thing he had been told by letter. "Have you any objections if I go in to see Mr. Truesdale and state my case?" said Mr. McLeod. "Certainly not. If you want to ram your head against a wall no one is going to prevent you." In a few minutes the district passenger agent from Pittsburg came out smiling with a little slip in his hand. What went on on the inside was I never told other than that the case was stated pretty clearly, and a request was made for Mr. Truesdale to deviate from his ironclad ruling. The sequel to this story is responsible for Mr. McLeod's recent election to the responsible position he now holds. Mr. Truesdale, who had never seen Mr. Mc-Leod before, was taken with his dash and ern times. Various European savants have his earnestness, and when the assistant general passenger agent's office was vacant of the micro organism of cancer-some of | at Topeka, he suggested that the Pittsburg man would be a good one to send out there. Later he was also taken to Chicago at the suggestion of Mr. Truesdale, and in consequence was elected commissioner of the Western Passenger Association.

### Southwestern Lines.

Traffic representatives of the Southwestern lines reconvened at St. Louis yesterday for the purpose of further considering the formation of an organization to succeed the Southwestern Bureau, Articles of agreement were adopted to become effective July 16, 1899, and to continue in effect subject to thirty days' notice thereafter of intention on the part of any member to withdraw therefrom. The agreement provides for monthly meetings for the purpose of interchanging views and advising as to changes in rates, rules, regulations and divisions which it might be desired to effect from time to time. The organization will continue the publication of interstate Texas tariffs as heretofore, covering traffic subject to the purview of the agreement, which is th same as that formerly embraced by the Southwestern Bureau. The conduct of its affairs has been placed in charge of a secretary, to which position Mr. G. W. Col has been elected. An agreement was reached that the committee would hold its first monthly meeting at Eureka Springs on

E. O. McCormick's Mission.

E. O. McCormick, recently selected passenger traffic manager of the Southern Pacific, formerly of the Big Four, I. B. Stubbs, first vice president, William Sproule, general passenger agent, W. D. Gardner, general traffic manager, and J. M. Brewer, general freight agent of the Southern Pacific, all of San Francisco, reached Chicago yesterday. Mr. McCormick's mission in Chicago is the equalizing of the passenger rate route with the present rate from Chicago

to the coast over the more northerly routes.

Asks a Differential of 10 Cents. The Kansas City, Pittsburg & Gulf Rail-Paris, believed that he had isolated the can- road has taken a firm stand regarding | ger agent of the Southern Pacific, were at | no trace of either was ever discovered. freight rates from the Atlantic seaboard. the conference. Chairman McLeod said Blair's title to the bonds is said to be legal.

can we compete without a just differential with the all-rail lines from the Atlantic seaboard. Our demand for a maximum differential of 10 cents is just and reasonable. We will not recede from it." Mr. Fordyce denies that the Pittsburg & Guif is in any deal with the Kountze Brothers at Port Arthur, further than an agreement to handle their traffic when the connecting line to Sabine City is built. When the ship canal at Port Arthur is finished, Mr. Fordyce says, if rates are equal it will be given the preference in the delivery and receipt of traffic.

Personal, Local and General Notes. Superintendent Galloway, of the C., H. & D., was in the city yesterday. The Pittsburg & Lake Erie has given an order for 250 new gondola cars.

The excursion business to Richmond, anent the meeting of the B. Y. P. U., was altogether disappointing in its volume. The earnings of the St. Paul for the first week in July were \$792,241-an increase of \$203,822 over the corresponding week in 1898. It is stated that General Manager Norton, of the Ohio Southern, has reduced the expenses of that road about \$100,000 per year. The Big Four passenger earnings are exceeded only by the Lake Shore and the New York Central, of all the Vanderbilt

Work is about to begin on the tunnel to be constructed under Lookout mountain, at Chattanooga. The work will cost about \$2,-

Western passenger officials complain that the business connected with the National Educational Association at Los Angeles was badly frost-bitten.

The big consolidated engines of the B. & O, are hauling from sixty to seventy cars over the main line between Washington Junction and Cumberland. Central Passenger Association roads will make a rate of a fare and a third for the round trip for the New York Merchants'

Association meeting Aug. 7-10 and Aug. The adjourned meeting of the Western Passenger Association to complete the re-vision of the rules and ratify the new agreement, will be held at Chicago on the

The new consolidated engines in use on the Pittsburg & Lake Erie find no difficulty in hauling trains of seventy-five cars of coal on the Pittsburg and McKeesport di-Receiver Felton, of the C., N. O. & T. P.,

has closed a contract with the Pittsburg

locomotive works for eight new consolidation freight engines, to be delivered in Sep-The Pittsburg Post notes that Kingan, Cudahy, Armour, Chicago Packing Company and other refrigerator cars are very numerous on that end of the Panhandle at

The City Council of Hot Springs, Ark., has granted a right of way through certain streets of that town to the Little Rock. Hot Springs & Texas Railroad and work The new Wooten-Belpaire engine of the

Pennsylvania is to be given a trial on the Atlantic City road this week, and is expected to develop an average speed between Philadelphia and Atlantic City of seventyfive miles an hour. The Northwestern has 246 miles of new road under construction. The new lines are

being laid with heavy steel rails, and the roadbeds are gravel ballasted. They tap fertile fields and will add considerably to the traffic of the main line. The engineers on the Chicago & Alton are complaining of the severe tests to which they are being subjected in the examinations touching the manipulation of air

brakes. It is claimed that the examinations are technical, rather than practical, Passenger agents representing twenty-five trunk lines attended the monthly meeting of the Central Passenger Association at Chicago yesterday. A proposition to issue trip clergymen's permits instead of annual certificates came up, but was not dis-

R. E. McCune, son of Superintendent of Motive Power and Machinery J. P. McCune, of the Cincinnati Southern, who has been general foreman of the Lexington & Eastern road, has been appointed master mechanic of the L. & E., with headquarters at Lexington.

Recently Traffic Manager Vandenberg, of the Louisville & Nashville, severed his connection with that road to attend to business interests of his own. It is now stated that John M. Culp, traffic manager of the Southern, will return to the L. & N. as Mr. Vandenberg's successor.

Superintendent J. C. Moorhead, of the Erie lines, states that the greatest difficulty in arranging for the Erie trains entering Springfield, O., is the fact that they have to back into town, which he considers quite dangerous. This is taken to mean that the Erie will not enter the city. A party of Dayton people, stockholders in the proposed Dayton & Western traction road, headed by Dr. J. E. Lowes, has been

over the two proposed routes from Dayton to Richmond, in this State, and have in-timated that if the D. & W. does not build the road they will do so themselves. The executive officers of the lines in the Western pass agreement are making a strong effort to abolish passes. A special committee has been appointed to round up all the roads in interest and see what can be done to limit the evil, which has grown to such proportions that all roads feel the necessity of reform.

President H. G. Burt, of the Union Paific system, whose recent incognito ride in a baggage car was noted in the papers, frequently uses this method of travel. He lieves in "getting down among the men." and not long ago appointed himself a member of a wrecking crew, doing good work

in several minor smash-ups. It was reported in Wall street yesterday that the Chicago Terminal Transfer Company had passed under the control of the Chicago & Alton syndicate. Rumors of the acquirement of the Kansas City, Pittsburg & Gulf Railroad by the same men continue. It is said the Union Pacific is very largely, although indirectly, interested.

The Pittsburg papers note the heavy shipment through that city to the East of stated. the product of all Ohio, Indiana and Illinois tool works and machine factories. The Pennsylvania and B. & O. are handling hundreds of carloads of tools and machinery weekly, to say nothing of vast shipments of boiler flues, sewer pipe, etc. General Manager Barr, of the Norfolk & Western, on the 15th inst., to take service with the Santa Fe. L. E. Johnson, who is now general superintendent, will succeed Mr. Barr, and J. C. Cassell, now superintendent of the Radford division, will be nade general superintendent, succeeding

Mr. Koehler, special agent of the Central Passenger Association, is in the city perfecting arrangements for the viseing of round-trip tickets to this city on account of the Epworth League convention. The general office for the deposit of tickets for extension of time limit will be at the Spencer House; but branch offices will be established at all the ticket offices in the city. Rumors are current in Wall street that the Goulds are about to consolidate their Southwestern Railway properties. The principal story is to the effect that the first step will be the absorption of the Texas & Pacific stock by the Missouri Pacific, to be followed by a similar merging of the Missouri Pacific with the Wabash road. The St. Louis Southwestern, it is said, is to be annexed to the Missouri Pacific.

Unless the litigation against the Clover Leaf is carried to the United States Supreme Court it is thought the property will e out of the receivers' hands in six months. It is said that both the Lake Shore and the Erie would like to secure the Clover Leaf at the foreclosure sale. The Lake Shore (or Vanderbilt) interest was negotiating for the control of the property some years ago, but abandoned the

project, which has now been taken up again. The Wheeling & Lake Erie Railroad, from Martin's Ferry to Steubenville, will be double tracked this fall and the contract will doubtless be let inside of ten days. The object of the double track on the new branch is to change the system of running from steam to electric power. The distance to be double tracked for electricity is twenty-six miles, and it covers a district which is built up nearly as solid as if it was one city. In some places to make double track possible trestles half a mile long must be built or great fills made. The cost will ex-

ceed \$250,000.

Western fast express engines are as fol- ting was 6 to 4 against Doric II. lows: Weight in working order, 133,000 pounds; on drivers, 89,000 pounds; total weight, engine and tender, 225,750 pounds The driving wheels are 70 inches outside of tires; cylinders, 20x26; extended wagon-top coller, 62 inches in diameter at the smallest ring, 334 2-inch tubes; firebox, 108 inches long by 3314 wide; working pressure, 180 pounds; water test, 270 pounds. Engine No. 248 of Hams was second. Results: this class, now hauling regular trains, carries out the expectations of Master Mechanic Hypdman to perfection. The engines were built by the Pittsburg locomotive Whitton second. Time, 2:2114.

The advisory committee of the Western cancers is concerned. The primary cause from that city to San Francisco via Cincin- terday. Representatives of the Canadian nati. New Orleans and the Southern Pacific Pacific Railway who were expected to be present wired that they could not be in the | bought a lot of old clothes for \$4, and in one city until later in the week, and it is prob- of the garments discovered \$3,000 in bonds able they will meet the advisory committee of the Equitable Investment Company of criday or Saturday. Edwin Hawley, of Council Bluffs, Ia. The clothing was ad-New York, vice president of the Southern dressed to W. J. Morse, care A. A. Mc-Pacific, and L. H. Nutting, general passen- Leary, 1503 Fisher building, Chicago, but Receiver Fordyce said yesterday: "We cannot carry business at a loss, and neither like the meeting that it was preliminary to others that would result in a general agreenot carry business at a loss, and neither like the meeting that it was preliminary to others that would result in a general agreenot carry business at a loss, and neither like the meeting that it was preliminary to others that would result in a general agreenot carry business at a loss, and neither like the meeting that it was preliminary to others that would result in a general agreelearn that there is end
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pany are worthless. The concern is defunct.

lines on immigrant matters. To-day the advisory committee will meet representa-

tives of the great steamship lines. There is said to be a well-authenticated rumor in railway circles at Cleveland that the Delaware, Lackawana & Western Railroad Company is negotiating for a lease of the Nickel-plate road from the Vanderbilts. The Lackawana is now the through con-nection of the Nickel-plate on seaboard

The Pennsylvania Company has 10,000 tons of coal stored up in the different yards. Last spring, in anticipation of a strike or the formation of a huge coal trust, the company prepared for the impending contingency by unloading hundreds of cars of coal at Sheridan, Collier and Dennison yards of the Panhandle and at various points along the Fort Wayne system. Spe-cial tracks were built, and the coal piled up in small mountains. These coal piles have never been touched yet, and it is said they will be allowed to remain as they are until next summer.

TOOK THE FINAL HEAT YESTERDAY IN THE FAST TIME OF 2:08 1-4.

Results of Other Events at the Peoria Meet-Winners at Readville and Highland Park.

PEORIA, Ill., July 12.-The weather for the second day of the Peoria Trotting Association meeting was beaut!ful, a large crowd was in attendance and the track was fast. The time made was remarkably fast for the classes. The unfinished 2:09 pace of yesterday was first on to-day's card, and was won by Kitty R. in 2:08%. Only two heats of the 2:16 class were trotted this afternoon. Results:

2:09 Pace; purse \$1,000 (unfinished yesterday): Kitty R. won first, second and fifth heats; Argetta second, winning third and fourth heats; Colbert third; Robert Wilkes. Princess Eulalia, Raymond M, and Ethel A. finished as named, Time-2:09%, 2:08½, 2:10, 2:20 Trot; purse, \$1,000: Bessie Gilbert won third, fourth and sixth heats and race. Best time, 2:15; Ellen Madison won first and sec-

Wiley were all distanced. first, third and fourth heats. Best time 2:10. A. J. Glyck won second heat in 2:12% Bettina Wilkes won third and C. W. B fourth. Selden Wilkes, Chester, Annie Coffee, Celeste B. and C. B. aiso started. 2:16 Pace; purse, \$1,000 (unfinished): Baby Ruth won first heat in 2:09. Will Tranby won second heat in 2:10. She Can, Don, Rewards, Judge Mills, Jersey Mac, Harry Victor, Seneca See, Moronial and Streator R.

also started. The Two-in-Three System. READVILLE, Mass., July 12 .- The horsemen and spectators at the Readville track this afternoon were happy when twelve heats made four races and nearly every heat was a stiff try for a place, confirming some of the good things said of the two-in-three system. Excepting in one race, the public had the better of the pools and good runs for their money, for nearly every heat was decided in the home stretch. The only incident of note was in the 2:14 pace, when Veteran Gath drove Marion G. to win, after her owner, Nicholas Boylston, apparently laid her up in the first. The judges awarded Gath \$100 of the mare's winnings and re-

2:18 Trot; purse, \$500: White Points won the second and third heats; best time, 2:15\(\frac{1}{2}\). Confessor won the first heat in 2:15\(\frac{1}{2}\). Myrtle Boy, Ap, Alert, Island Boy and Andy also started. 2:14 Pace; purse, \$500: Marion G. won third and fourth heats; best time, 2:13%. Nelson won first heat in 2:13%. Libble C. won second heat in 2:1314. Kelwyn and Little Girl also started. 2:12 Pace; purse, \$500: Whirlwind won second and third heats; best time, 2:11. Dombey Jr. won first heat in 2:1214. sea, McLoe and Dr. Wood also started.
2:23 Trot: Lucrative wen two straight heats; best time, 2:16%. Seddie L. Shedd Wilkes, Alice Barnes, Roy K. and Anthracite also started.

served the decision in Boylston's case. Re-

Against time: Krisna, g. c. by Kremlin, three years old, to beat 2:25% pacing. Time,

Jockey Ruled Off the Turf. CHICAGO, July 12.-Jockey Willie De Long was ruled off the turf to-day by Capt. Rees, the presiding judge at Hawthorne. An investigation of a woman's complaint that De Long obtained \$500 from her Monday at the track by false representations led to Jockey Johnson making an admission St. Louis, 1; Brooklyn, 5. Home runs-Mchim money to pull Jack Hayes in the steeplechase. De Long denies the charges. Steeplechase. De Long denies the charges. He says the woman, who is known on many of the Western race tracks as "The Kentucky Mystery," gave him the money to bet on the race as he saw fit. He says he asked Johnson if he was "trying" and leter to be a second of the was "trying" and trying to be a second of the was "trying" and trying t asked Johnson if he was "trying," and later, becoming convinced that Jack Hayes would be beaten, had a bookmaker lay off the money against the horse. De Long was a first-class jockey some years ago and rode for a long time for Ed Corrigan. He was rolled off the true of ruled off the turf about three years ago for pulling a horse and was only recently rein-

2:11 Pace Unfinished.

heats the 2:11 pace was unfinished and had to be postponed. The weather and track were good. Attendance, 3,800. Results: Lass. Peruno, Baron March and Captain Bracken also started. 2:11 Pace: Lord Roseberry won first and second heats in 2:11%, 2:11%; Donnogh won third and fourth heats in 2:10%, 2:12%; Eyelet won fifth and sixth heats in 2:121/2, 2:161/4. Neta W., Will Lyburn, Red Seal, Sidmont and Walter Lad also started.

Gilbert, Basil Wilkes, Clark, Bay Star and Louise W. also started.

2:24 Trot: Miss Jay won second, third and

fourth heats. Time-2:15, 2:171/2, 2:171/4. Owy-hee won first heat in 2:16. Winewood, Lady

All Won in Straight Heats. DETROIT, Mich., July 12 .- At Highland Park to-day the weather was fine and the track good. In the 2:18 pace Arbuteskan lowered his record from 2:20 to 2:10%. Results: 2:17 Trot: Lord Vincent won in straight heats. Time-2:1414, 2:1414, 2:1414. Jack D., Rainforth, Quicksilver, Geraldine, Rightwood and Excell also started. 2:18 Pace: Arbuteskan won in straight heats. Time-2:10%, 2:14%, 2:14%. Colonel Bell, Fritz, Minnie Young, F. A. D., Kathleen, Aethon, Harry Hal and Free Bind also 2:09 Pace: Hal B. won in straight heats. Time-2:1012, 2:0912, 2:0814. William Mc., Nicol B., Nellie Bruce and Hallena Duplex also started.

Tod Sloan Wins Three More Races. LONDON, July 12.-At Newmarket to-day Tod Sloan won a selling plate on Illogic. The Duke of Devonshire's Vera won the July handicap of 500 sovereigns. Lord William Beresford's Chinook, ridden by Sloan, was third. Sloan finished first on Caiman in the race for the Zetland plate. The betting was 11 to 4 on Caiman. A two-year-old selling plate was won by Caerleon. Sloan rode Zanto, but was unplaced. The Swaffham welter handicap plate was won by Doric II, ridden by Sloan. Form was sec-ond, with L. Rieff in the saddle, and Dyna-The dimensions of the new Pittsburg & mo was third. Eight horses ran. The bet-

Track Record Lowered. MARSHALLTOWN, Ia., July 12.-The track record was lowered half a second in the free-for-all pace to-day, Auntie Shuchs, of Nevada, winning in 2:13%. Miss Wil-2:24 Pace: Tonita F. won; Governor Frazer second. 'Time, 2:17%.

Wealth in Old Clothes.

CHICAGO, July 12.-At the government sale of unclaimed goods held here to-day William F. Blair, a customs house broker,

REDS LOST IN THE NINTH

SENATORS SCOREDISIX RUNS ON HITS AND A STRING OF ERRORS.

Freeman's Eleventh Home Run This Season-Orioles Plucked by the Colonels-Chicago Beaten by Boston.

Washington .10-Cincinnati ... 5 Louisville .... 13-Baltimore .... 3 New York .... 4-Pittsburg .... 1 Boston ..... 4-Chicago ..... 1 Brooklyn .... 10-St. Louis..... 5 Philadelphia . 4-Cleveland .... 2 Western League ........... Rain,

> To-Day's Games. -Western League .-Indianapolis at Milwaukee. Buffalo at St. Paul. Columbus at Minneapolis. Detroit at Kansas City. -National League.-Chicago at Boston.

Cincinnati at Washington.

Louisville at Baltimore.

St. Louis at Brooklyn. Cleveland at Philadelphia. Pittsburg at New York. Standing of the Clubs.

-Western League.-Played. Won. Lost. Minneapolis ..........68 ndianapolis ......66 Columbus ......66 St. Paul......67 Milwaukee ...........69 Kansas City......68 Buffalo .....67 -National League.-Played. Won. Lost. Pct. Brooklyn ... ..... 73 ... ........ 72 Boston Philadelphia ... .... Chicago ... ..... 69 t. Louis ..... 72 Baltimore ... ..... 69 Cincinnati ... ..... 71 Pittsburg ... ...... 71 New York ..... 7

the Senators to win out in the ninth inning.

Freeman to-day made his eleventh home run this season. Attendance, 1,281. Score: Washington. A.B. R. H. O. A. E Bonner, 2 ...... Freeman, rf ..... Padden, s ..... Decker, 1 ..... Kittridge, c ..... Dineen. p ..... Barry 1 ..... Mercer ..... Batted for Decker in the ninth. Cincinnati. A.B. R. H. Miller, rf ..... 4 Vood. c ..... McPhee. 2 ..... 4 Steinfeldt, s ...... 3 elbach, if ..... Breitenstein, cf ......

Taylor, p ..... 4 Totals ......35 5 9 27 Score by innings: Washington .......0 1 1 1 0 0 0 1 6-16 Cincinnati ......... 0 1 0 1 0 2 0 0-1

Earned runs-Washington, 4; Cincinnati, 2. Stolen base-Freeman. Two-base hits-Padden, Bonner. Three-base hit-Breitenstein. Home run-Freeman. Double plays-McPhee to Vaughn; Bonner to Barry. Bases on balls-Off Dineen, 2; off Taylor, 1. Struck out—By Dineen, 4; by Taylor, 3. Left on bases—Washington, 6; Cincinnati, 5. Time —2:07. Umpires—Swartwood and Smith.

Easy Victory for Brooklyn. NEW YORK, July 12.-The Brooklyns took a safe lead early in the game to-day and were never in danger. Dahlen's homerun drive with two men on bases in the Against time: Khakhan, ch. c., three years old, by Kremlin, to beat 2:304. Time, third and some pretty collective hitting in the fourth by Brooklyn sent Sudhoff to the bench. McBride succeeded him and made a home run on his first time up. Dunn was effective and received good support. Score:

Brooklyn .....1 0 4 3 1 1 0 0 \*-10 10 2 Batteries-Sudhoff, McBride, Criger and O'Connor; Dunn and Smith. Earned runsthat De Long approached him and offered Bride. Dahlen. Three-base hit-Jennings. Two-base hit-Jones. First base on errors-

New York's Hits Were Timely. NEW YORK, July 12 .- The Pittsburgs outbatted the New Yorks to-day, but the locals' hitting was more timely. Carrick pitched in splendid form, and would have A. McLeod, Canada, third. Time, 2:12 1-5. scored a shut-out but for errors by Van Haltren and Gleason. Score: (25 yards), second; Barney Oldfields, -

2:27 Trot: Ed Winter won in straight New York .... 3 0 0 0 1 0 0 0 \*-4 6 5 heats. Time-2:124, 2:144, 2:154. Derby Pittsburg ..... 0 0 0 0 0 0 0 1 0-1 8 2 Batteries-Carrick and Grady; Cheseboro and Bowerman. Earned runs-New York, 2. First base on errors-New York, 2; Pittsburg, 3. Left on bases-New York, 4; Pittsburg, 9. Base on balls-Off Cheseboro, 1 Struck out-By Carrick, 2; by Cheseboro 2. Two-base hit-Van Haltren. Double play-Gleason, Davis and Doyle. Hit by pitched ball-Bowerman. Wild pitch-Cheseboro. Umpires-Mannassau and Hunt. Attendance-500. Time-1:40.

Tight Squeeze for Quakers. PHILADELPHIA, July 12.—It was a tight squeeze for the Quakers to-day, but by opportune hitting in the sixth inning they managed to secure a narrow lead, which Cleveland could not overcome. Attendance,

Cleveland .. ... 1 0 0 0 0 1 0 0 0-2 8 Philadelphia .. . 1 0 0 1 0 2 0 0 \*-4 9 Batteries-Knepper and Schreckongost; Magee and Douglass. Earned runs-Philadelphia, 4; Cleveland, 1. Stolen bases-Lockhead, Quinn. Two-base hits-Harley, Lockhead, Schreckongost, Flick (2.) Three-base hit-Cooley. Sacrifice hits-Tucker, Cooley, Lauder, Cross. Double play-Thomas and Douglass. Bases on balls-Off Knepper, 4: off Magee, 2. Hit by pitched ball-Dowd, Harley, Cross. Struck out-By Knepper, 1; by Magee, 2. Time-2 hours. Umpires-Snyder and Latham.

Orioles Woke Up Too Late. BALTIMORE, July 12 .- Nops was found early and often by the Colonels to-day, while Cunningham had nine sleepy Orioles on his string until the seventh inning, when they woke up too late to overcome the

Baltimore .... 0 0 1 0 0 0 2 0 0-3 11 2 Louisville .... 1 3 1 0 0 2 1 0 5-13 16 1 Batteries-Nops and Crisham; Cunningham and Zimmer. Stolen base-Dexter. Two-base hits-Clingman, Wagner, Lachance, Magoon. Three-base hits-Clarke, Ritchie. Bases on balls-Off Nops, 4; off Cunningham, 1. Struck out-By Nops, 2; by Cunningham, 2. Left on bases-Baltimore. 3. Louisville, 7. Earned runs-Baltimore, 3: Louisville, 12. Sacrifice hits-Hoy, Ritchie, Powers. Time-2:05. Umpires-O'Day and McGarr. Attendance-1,219.

Boston Bunched Hits in Sixth.

BOSTON, July 12 .- The champions turned the tables on the Chicagos to-day and won a hard fought contest through bunching hits in the sixth. Both pitchers were very effective, while the fielding was sharp throughout. Attendance, 3,300. Score:

Chicago .. ...... 0 0 0 0 0 0 Batteries-Killen and Bergen; Taylor and Donahue. Earned runs-Boston, 1; Chicago, 1. Three-base hit-Green. Stolen base-

3. Hit by pitched ball-Tenney. Struck out-By Killen, 1; by Taylor, 1. Time-1:50. Um-pires-Lynch and Connelly.

INDIANA-ILLINOIS LEAGUE. Wabash Came Near Batting Out Vic-

tory in the Ninth. Special to the Indianapolis Journal. TERRE HAUTE, Ind., July 12 .- To-day's game was a slugging match and the result was not determined until the last man was out. Terre Haute made six three-baggers and two doubles. Score:

Terre Haute .. 1 3 0 3 0 1 0 3 \*-11 15 6 Wabash .......2 0 0 2 0 0 4 0 2-10 10 1 Batteries-Swaim and Kellner; Ellis, Bigeow and Fuller. How the Clubs Stand. Played. Won. Lost. Pct. Clubs. Mattoon ... ...... 11

Bloomington .. .... .556 .375 Danville ... ...... Wabash ... Terre Haute ...... 11 Mattoon Batted Out a Victory.

Special to the Indianapolis Journal.

team, batting out a victory in the eighth. Score: Crawfordsville .. 2 0 3 0 0 0 0 1 0-6 Mattoon ...... 3 0 1 0 0 2 0 3 "-9 11 3 Batteries-Henley and Frazee; Taylor and

CRAWFORDSVILLE, Ind., July 12.-Mat-

toon took the second game from the home

The Champions Shut Out. Special to the Indianapolis Journal. DANVILLE, Ill., July 12.-The champions

were shut out to-day, getting only one hit. Danville .....3 0 0 0 0 0 2 0 2 •-7 7 1 Bloomington ....0 0 0 0 0 0 0 0 0 0 0 1 2 Batteries-Jarvis and Abbott; Malone and

Interstate League.

At Mansfield, O .--Mansfield ......0 0 0 0 1 0 0 0 0—1 5 3 Fort Wayne ....0 0 2 1 0 0 0 0 0—3 7 0 Batteries-Hackett and Belt; Swain and At Grand Rapids-Grand Rapids.1 2 1 1 1 0 0 0 0 1-7 13 2 Wheeling .....1 1 2 0 1 0 1 0 0 0-6 11 0 Batterles-Wolfe and Cote; Wells and Corbett. At Toledo-Toledo ......-3 0 0 0 0 0 1 0 0-4 9 3 WASHINGTON, July 12.-After gaining a Youngstown .... 1 0 1 0 0 0 Batteries-Cates and Arthur; Roach and lead in to-day's game Cincinnati, by consecutive errors on easy chances, permitted

> Batteries-Watkins and Donahue; Figgemeier and Graffius. Baseball Notes. Shortstop Lewee is trying to catch on with St. Paul, as Comiskey is looking for

Dayton ......0 0 3 0 0 0 2 4 1-10 12 2 New Castle....0 1 0 0 1 0 0 0 0-2 10 3

Roat is making a sensational record as a second baseman in the Eastern League as a member of the Toronto club. He leads the Torontos in batting also. Manager Warrender, of the Terre Haute club, has signed George Reese, a third base-man, who was with the Dubuque team, and Herman Ulzer, a fielder, from St. Louis. Umpire Hall, of the I.-I. League, has been let out since the trouble Tuesday, when he undertook to put Manager Poor, of the Wabash team, out of the grounds at Terre

Haute. Eggelbrecht is the name of the "Exiles' newest pitcher. When Eggelbrecht is paired with Schreckongost there's not going to be much room on the score sheet for anything else.-Sporting Life. The Cincinnati club has signed Jacob Stenzel, formerly of the St. Louis club, but

released about a month ago. He will probably be assigned to the center field. His home is in Cincinnati. The Buffalo Express says that Milwaukee offered to trade Weaver and Friend for Garry and White. Mack says that he never made any such offer, as he considers Weaver the peer of any outfielder in the league, while his batting is invaluable. Under the rules of the National League team that fails to report according to the schedule is liable to a fine of \$1,000 and forfeiture of the game. Under this rule it would seem that if the Cleveland club re-

but to win the championship without ever appearing on the field again.—Cleveland CYCLING ON A DIRT TRACK.

"Major" Taylor Wins Two Races, and

mained here to await the coming of the clubs that decline to come again, it would

be easy to not only collect \$1,000 a game,

Loses One to Tom Butler. JANESVILLE, Wis., July 12.-The circuit chasers of the bicycle brigade got acquainted with a dirt track here to-day. The Janesville trotting course is one of the fastest in the country and as the wheelmen have taken to it kindly it is expected that records will be broken to-morrow. The meeting is the National Circuit and Wisconsin League of American Wheelmen competition. Tom Butler defeated both "Major" Taylor and Nat Butler in the mile national championship professional. Major Taylor won the one mile open and also the five-mile handicap. Summaries: Mile novice: S. M. Johnson, Milwaukee first; Alex. McCullum, Milwaukee, second; F. D. Sawne third. Time, 2:45. One mile, national championship; pro-fessional: Tom Butler, Boston, first; Boston, Butler third. Time, 2:10 1-5. One mile; professional; "Major" Taylor,

#### third. Time, 12:42 1-5. MORE GOLD FROM DAWSON.

Five miles, handicap; professional; "Major" Taylor (scratch), first; Tom Butler

150 Klondikers Arrive at Seattle with About \$100,000 in Dust.

SEATTLE, Wash., July 12.-The steamer Humboldt arrived from Alaska to-day with 150 passengers from Dawson, who added over \$100,000 to the gold receipts from the Klondike. Purser Charles Carroll is authority for the statement that nearly \$80,000 was in the Humboldt's treasure box. It was distributed among the following individuals: E. M. Daulby, \$40,000; Frank Wright, \$10,000; Mrs. W. D. Folsom, \$2,000; M. Wright, \$10,000; J. N. Peterson, \$4,500; G. M. Gilber, \$2,600; F. P. Vindig, \$1,800; H. R. Prosser, \$6,000 F. P. Vindig, \$1,800; H. R. Prosser, \$6,000. In addition to the Dawson gold, Purser Car-roll had consigned to him \$4,700 in gold bullion from Juneau.

Didn't "Go" Here.

Philadelphia North American. A Pittsburg lady, a guest at the Walton reached New York a day or two ago from Europe. She said she had no trouble with the customs officials at New York, but that other ladies complained of the scant courtesy and the roughness with which pretty gowns were dragged out of their trunks. "A few years ago," she said, "the inspector came to the hotel to look at my trunks, but this time they took my signed statement and merely opened them. As a rule, though, the New York inspectors are less considerate than any I saw abroad. I was impressed with the truth of an account which I recently read of an American lady who had traveled a great deal. She is the widow of prominent American navy officer, and before going abroad she got an open letter from a great foreign ambassador addressed to custom house officers. It testified to her position and character. This passed her in every European custom house, most of the officers asking if they could be of any service besides attending to her trunks. On her return to her own country she handed the paper to the New York inspector, telling him what it had done for her abroad, and saying that it was probably of no use to her here. 'You bet your sweet life it ain't,' was the prompt reply, as he tumbled about her carefully packed dresses as though they were old rags."

Scarlet Fever at West Point. WEST POINT, N. Y., July 12 .- Two more cases of scarlet fever developel in the cadet hospital to-day. There is no change in the condition of those heretofore reported. Four other cadets were taken from camp to the hospital this afternoon with fever symptoms. There is talk of establishing a general quarantine. The entire squad of field music is under quarantine. All hops concerts and serenades have been declared off. The cadets are not permitted to call at the officers' quarters, neither are they permitted to mingle with visitors.

Gratifying. All good Democrats will be gratified to learn that there is enough of the party left

SUMMER RESORTS. THE ALMA SANITARIUM,

The ideal resort for Rest and Health. Unexcelled location; invigorating breezes of the pine woods and Great Lakes. Fully appointed and luxpriously furnished. Perfect cuisine. Hydrotherapeutics, massage and medical cure. Two valuable and distinct mineral waters. Illustrated book free. Address The Alma Sanitarium, Alma,

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WATCH HILL, R. I. The Plimpton House,

CHARLES T. WILSON, Manager. \$3.50 PER DAY. Open June 20th to Sept. 30th. Passenger elevator; steam heat, and entirely new plumbing; pure spring water; fishing; safe boating and bath-

ing; golf links; bicycling and tennis. NO FLIES, NO MOSQUITOES, NO MALARIA. OPTICIAND.



LEGAL ADVERTISEMENTS. NOTICE TO CONTRACTORS.

Sealed proposals will be received by the Board of Trustees of the Indiana School for Feebleminded Youth until Monday, July 31, at 10 o'clock a. m., at the office of J. M. E. Riedel, architect, Fort Wayne, Ind., for the furnishing of all materials and performing all labor for the erection and completion of a custodial cottage on the State ground at the institution, according to plans and specifications on file at the architect's office. The bids will be opened at the institution at 10:30 a. m., on July 31, 1899. The contract to be let as a whole. The successful bidder will be required to furnish a bond to the satisfaction of the board of trustees. All subcontractors must be named and approved by the board of trustees. Proposals must be made on blank forms fur-RHE right to reject any or all bids. By order of the board of trustees.

ALEXANDER JOHNSON, Superintendent.

Fort Wayne, Ind., July 10, 1899. Notice is hereby given that the undersigned will up to 2 o'clock p. m. Thursday, July 20, 1899, receive sealed bids for the construction of the superstructure of a low truss bridge over Lick creek, on the Shelbyville road, according to plans and specifications now on file in the office of the auditor of Marion county.

Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids. Witness our hands this 5th day of July, 1899.

JOHN M'GREGOR. HENRY L. HARDING, JAMES E. GREER. Attest: HARRY B. SMITH, Auditor.

Notice is hereby given that the undersigned the Board of Commissioners of Marion county will up to 2 o'clock p. m. Thursday, July 20, 1899 receive sealed bids for the construction of the substructure of a steel plate girder bridge on the Spring Valley free gravel road one-half mile north of Antrim postoffice, in Decatur township, according to plans and specifications now on file in the office of the auditor of Marion county.

Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids. Witness our hands this 5th day of July, 1899. JOHN M'GREGOR, HENRY L. HARDING.

JAMES E. GREER. Attest: HARRY B. SMITH, Auditor. Notice is hereby given that the undersigne the Board of Commissioners of Marion county, will up to 2 c'clock p. m. Thursday, July 29, 1898, receive sealed bids for the construction of the uperstructure of a steel plate girder bridge on the Spring Valley free gravel road one-half mile north of Antrim postoffice, in Decatur township, according to plans and specifications now on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and affidavit as required by law. The board reserves the right to reject any or all bids. Witness our hands this 5th day of July, 1899.

HENRY L. HARDING, JAMES E. GREER, Commissioners of Marion County. Attest: HARRY B. SMITH. Auditor. Notice is hereby given that the undersigne the Board of Commissioners of Marion will up to 2 c'clock p. m. Thursday, July 20, 1899, receive sealed bids for the construction of the substructure of a low truss bridge over Lick creek, on the Shelbyville road, according to plans and specifications now on file in the office of the auditor of Marion county. Each bid must be accompanied by a bond and

affidavit as required by law. The board reserves the right to reject any or all bids. Witness our hands this 5th day of July, 1899.

JOHN M'GREGOR, HENRY L. HARDING, JAMES E. GREER, Commissioners of Marion County Attest: HARRY B. SMITH, Auditor.

ADVERTISED LETTER LIST. The following is a list of letters uncalled for in Indianapolis Postoffice Wednesday, July 12, 1899. Parties calling for same, please give name and date of this list: Ladies.

Lynch, Carrie. Becker, Mrs. Calaspy, Carrie: Budd, Miss Lottie. Barter, Mrs. Cora H. Logan, Miss Annie. McGill, Miss Helen. Blackwell, Mrs. Clara. McClintock, Miss Aida. Mack, Miss Florence. Manley, Mrs. Minnie E Blair, Miss Annie. Bailey, Miss Ethel. Manley, Mrs. Minnie I Murphy, Mrs. Isabelle. Bales, Miss Minnle. Baker, Miss Jennie. Murphy, Mrs. Isabelle Brown, Miss Emma J, 2 Mitchell, Miss Jessie. Bittle, Mrs. Minnie. Meyers, Mrs. J. C. Brush, Miss Florence. Morris, Mrs. Berth. Morris, Mrs. Berthy. Brown, Mrs. Edith. Combs, Miss Fair I. Norris, Mrs. Eliza. Nireton, Mrs. Mary Clark, Mrs. Wm. Conners, Miss Effic. Cornelius, Miss Victoria Per Due, Mrs. Roland, Pattison, Mrs. Ross. Carpenter, Miss Clara. Pinkston, Mrs. Jennie Duzan, Miss Ethel. Rubruich, Miss Martha Deaford, Mrs. Grace. Strodtbeck, Louis. Darling, Miss Carrie. Donnely, Miss Maggie. Davis, Mrs. James. Shelly, Mrs. Mary. Downs, Miss Hazel. Swift, Mrs. Susie. Edmunds, Della. Shultz, Mrs. Charles. Farley, Miss Ada. Gathman. Miss Lydia. Sims, Mrs. Bettle. Starr, Cora M. Glen, Miss Bessie. Githens, Mrs. Jos. H. Stevens, Miss Lida Gilley, Mrs. Theo. Smith, Miss Edith. Mrs. Lou. Samuels, Mrs. Edna. Grant. Miss Hattie. Tyner, Mrs. Hines, Miss Florence. Owens, Miss Hallie. Hardesty, Miss Rozella. Weddle, Maggie. Worland, Miss Edna Harding, Miss Ruby. Wilson, Mrs. Minnie. Williams, Mrs. Chas Hare, Miss Louisa. Herrmann, Mrs. H. E. Williams, Mrs. Clarice. Howard, Mrs. Mabel.

sgrigg, Mrs. Grace M. Wilson, Mrs. Rullie.

Keller, Miss Ella.

White, Miss Iva.

Woods, Mrs. Lizzie Lancaster, Mrs. Rich'd. Young, Mrs. Parthenia. Lockhart, Miss Jennie. Gentlemen. Matthews, William. Armstrong, Will A. Angler, Clarence. Myer, Earl. Moser, Fred. Alexander, Mr. McMurray, Wm. G. Mrs. Frank. Mattlin, Frank. Anglen, C. E. Mason, I. W. Bussel, Al. Morton, J. Barnes, Pete. Mahary, Edward. Beecher, Geo. R. Moore, R. L. Beakford, G. N. Miller, Frank H. Melton, Wm. Michem, Chas. M. Bartlett, Raleigh. Moore, Jas. E. Brusurtz, Emil. Norman, Will. Biack, Ed. Nickum, S. B. Bach, Charles R Prior, W. H. Chandler, W. D. Pounds, C. H. Parker, W. S. Chinn, J. W. Pike, H. R. Collins, Raymond. Pfeffer, J. F. Schmidt, Fred. Crump, Jesse Dunnan, W. C. Reed, Albert S Edwards, J. R. Richards, J. Leslie Rainey, Hiram. rederick. Herman Fleming, J. N. Rice, Wm. Robbersom, Jos. Roberts, C. Granger, Robert. Snodgrass, Chas. Steele, Earle. Goer, F. P. Smith, Chas. Seyers Robert. Handy, H. H. Shaw, Mr. & Mrs. W. J. Scott, Thos. R. Holsinger, John T Hiner, John. Howard, Charles A Stevans Harvey. Stevens, John. Harington, Neave. Smith, John. Shelly, J. F. Hamilton, Frank M Judson, Fred. Steetts, I evt. Thatcher, Vrank.

> Miscellaneous. Patterson Elec. Belt Co.

Taylor, Will.

Tanner, Arthur. Thomas, Mr.

JAMES W. HESS, P. M.

Whitaker Mr. Loncarter, R. J. Williams, John. Luga, Pitta. Wilson, M. F. Watson, Robert J. Wilson, Harry R. Mayer, George. Mitchell, Gus. Murphy, Jim. C. A. Royce & Co.
Cap. City Grain and Nights Bicycle Co.
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Wiels & Co.
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Johnson, Walter.

Jenkins, A.

Kelly, Frank.

Vincent, T. A. Kirby. Willetts, H. A.

T. H. Osberne & Co.